

FESTIVITIES AT DYKE YESTERDAY

Old and Young Participate
in Celebrating Labor
Day.

J. F. BIRRELL SPEAKS.

Labor King of the Day — Games,
Dances and Innocent Mirth Indulged
In.

When we come to the first Monday in September we know what it means. It is Labor Day, and, true to the instinct of nature where principle is paramount, the legion of loyal workmen plan an entertainment befitting the occasion. This year the scene of operations was the Dyke, and the program one of the best ever furnished. Nothing had been left undone to make the day an enjoyable one, and the committee had been untiring in their efforts to see that all who attended had a part in the festivities.

The Dyke is a beautiful piece of woodland, from the top of which the majestic Potomac can be viewed in its grandeur, while below the sweetly laden stream lends its perfume to those who gather around its banks, some with chicken, some with duck, some with cheese and crackers, some with less, vieing with each other in making the day a grand success, and all in all a spectacle seldom seen this side of this vale of tears. The program as mapped out by the committee was the best yet seen and the speakers for the occasion men of reputation.

The event at 10 a. m., a game between the machinists and the glass-blowers resulted in favor of the latter by a score of 9 to 3.

The 50-yard dash for girls at 11:30 was won by Miss May Mandler, with Miss Leola Cockrell second.

At 1 p. m., the 100-yard dash open to all, was won by Edwin Haylen. The 50-yard dash was won by Kemp Cockrell.

At 1:30 p. m., the sack race was won by Leo Deetyn.

At 2 p. m., the baseball game was won by the Cardinals by a score of 16 to 2. Many sensational plays were made.

Catching the greased pig was another feature and was won after a nearby chase by Melvin Jones.

After intermission, after waiting for the Hon. Carter Glass, who notified the committee that he would be unable to be present, Mr. J. W. Collins introduced Hon. J. Fred Birrell, the newly-elected member of the Virginia Legislature.

Mr. Collins in a few appropriate remarks, outlined the interests of the Trades Council and all it represents. Mr. Collins is president of the Trades Council.

Mr. Birrell in his introductory remarks asked the audience for close attention. He started his speech with a story dated back in early history; it was historical as well as pointed. He spoke of the sympathy of his audience and said it was like an icicle on a summer's day and had as little sympathy for labor as it had for the speaker. All they seemed to want was to dance and make merry. He then spoke in a commendable manner of labor. He recounted the troubles through which it had passed, spoke of present troubles, and pictured the future with all the roses that he could strew upon its path. He proved conclusively by his remarks that he was master of his subjects. "Pen could not picture nor mind embrace the great problems of labor as they trouble the commercial seas." He said that it was the laxity of men who should be leaders that holds labor back. He recounted the difference between capital and labor, and said that capital was on the alert and labor was like Micawber in Dickens' works, waiting for something to turn up. He then attacked such of the laboring classes for not being qualified voters. He asked what they expected of other people when they did not qualify themselves to protect labor. He insisted that the man who labors should be a part and parcel of our government, both city, state and national, and if he is not he is no

good, and all that he says or does is "bosh." He frowned upon the hypocrite in labor, and said that it required livemen to do the work of labor and he plead with his audience to be up and doing. He spoke of the right of the working men to name a man to represent them, but they could not do it without qualifying themselves as citizens. The speaker, proceeded, in favorable criticism of labor and asked the leaders to see to it that every friend of labor was armed with the ballot, so that when the time arrived they would be able to cope with the leaders of finance.

Mr. H. T. Colvin was then introduced, and he spoke in the interests of organized labor, and agreed with Mr. Birrell that if labor expected to gain anything it would be through the ballot box. He said that unless the trade unionists paid more attention to their interests and less to other matters, labor would be always in a sad plight.

The first event after the speaking was the married women's race which was won by Mrs. Anna Smith.

Then dancing was indulged in by young and old who entered into the occasion with the vim of extreme youth, and those who failed to enjoy themselves were alone to blame.

To add to the interest, a number of speed boats loaned their presence to the occasion, and the Dyke proper was speckled with handsome crafts.

At the close of the evening, when those who had been present all day were getting tired, the greasy pole was placed in position and several began to climb. After several ineffectual attempts to reached the top and secure the prize the contestants at dark were still struggling.

The fat men's race was not run because the crowd was made up principally of lean individuals.

The beautiful lights reflected from the crafts anchored in the stream and casting their mellow beauty from the windows of the different bungalows was another feature of the occasion which paid a compliment to labor.

The service of the Washington Utilities Company was almost perfect and few complaints were heard.

The Dyke never appeared to better advantage and there have been few occasions the equal of yesterday. Everybody seemed happy and all arrived home safe.

KILLED IN LOVERS' LANE.

Man Shot Down While Walking With Young Woman.

Gloucester, N. J., Sept. 2.—John McAleese aged 24, who was shot by a highwayman in this city Sunday night, died at 7 o'clock this morning. In company with Miss Ruth Parsgrove, McAleese was walking along a section of Market street known as Lover's Lane, about 11 o'clock, when a tall masked man stepped up to them and demanded: "Money or your life." McAleese refused and turned with the girl to retreat their steps. The highwayman shouted: "If you haven't any money take that," and fired one shot which entered McAleese's breast.

A score of people quickly rushed to the scene and while they saw the murderer disappear into the brush, he has not yet been apprehended. The girl became unconscious and is unable to talk. Detectives are inclined to think the act was prompted by jealousy.

McAleese was manager of the Oriental Baseball Club, of this city, and known throughout South Jersey in baseball and athletic circles.

NEW CURE FOR RABIES

Quinine Injected Under the Skin Saves Patient's Life.

St. Louis, Sept. 2.—Charles Beardsley, a patient at the City Hospital, suffering from a disease diagnosed as rabies, has been cured by the injection of quinine under the skin. Dr. Downey L. Harris, city bacteriologist, today gave out details of the treatment.

When the patient entered the hospital he seemed to be on the verge of convulsions that mark the final stage of the disease. Dr. Harris gave him a modification of a quinine treatment that a Chicago physician had used in treating dogs afflicted with rabies. Fifteen grains of quinine were injected under Beardsley's skin. Favorable symptoms followed, and another injection was given. Since then the patient has been given two injections a day. Dr. Harris believes that the quinine tends to throw off the germ organisms in the body.

FRIGHTFUL WRECK THIS MORNING

Bodies of Twenty Persons
Removed From The
Debris.

FORTY ARE INJURED.

Rear End-Collision — Fireman and
Engineer Leap For Their Lives—
Fog Cause of Accident.

New Haven, Sept. 2.—From great piles of twisted and broken steel and splintered wood, a score of physicians and a relief crew of a hundred men have removed the bodies of twenty persons killed in the most fearful wreck the New Haven road has ever had, early today. Forty persons are known to have been seriously injured, while scores of others are suffering minor injuries. It is feared that there are more bodies in the debris strewn over the tracks.

The White Mountain express was speeding along a few minutes behind the fast Bar Harbor express, in an attempt to make up time, it is said, when the rear end of the first train domed up in the dense fog. The engineer reversed his engine, and with the fireman, leaped from the cab.

The locomotive crashed into the old Pullman wood coaches of the train ahead and plowed its way completely through four of them. The fifth was practically thrown upon end.

Every one of the eleven Pullman cars on the Bar Harbor train was wooden. All were packed with passengers, and most of them were damaged.

Thundering in the wake of the Bar Harbor express, all the way from New York, was the White Mountain train, itself heavy and also jammed with persons who had been spending their holidays in the New England mountains.

The White Mountain train was an hour late and it is believed for this reason was making up lost time.

According to the best estimates, the White Mountain express was running at least forty-five miles an hour. The big locomotive crashed through the antiquated wooden Pullmans in the rear of the Bar Harbor train like a snow plow sweeping through a drift. Practically nothing of these four cars was left on the track. Crashing on, the locomotive up-ended the fifth car and when the train came to a stop this coach was standing on end with the locomotive acting as a prop.

Albert Miller, the engineer of the White Mountain train, and his firemen, whose name is Robertson, had seen the train ahead too late to avoid the crash, but had time to save themselves by leaping. Miller reversed his engine before he jumped.

The shock of the impact threw from their beds all those in the cars that were not smashed in the collision. When the two trains stopped after the wreck, passengers rushed from all of the remaining cars. Men, women and children appeared in all manner of scanty attire.

L. H. Fowler, conductor of the White Mountain express, said that he could not account for the accident, except that the fog and the mist might have hidden the signals.

The fields around the wreck were filled with debris. Mattresses and bed clothing hung from the telegraph wires, where they had been flung by the force of the collision. The two cars that bore the brunt of the shock had been splintered as if they were packing boxes.

As soon as a rescuing force could be organized attention was directed to those who were most seriously injured and hurry calls for aid were sent to all nearby towns.

From the car sheets and mattresses were brought, wounds were tied up and the injured were made as comfortable as possible.

Ten Killed by Automobiles.

Chicago, Sept. 2.—Ten known dead and 26 injured was the automobile toll levied Labor Day in the United States.

Oyster season now open at Rammel Cafe.

OTHER WRECKS ON SAME ROAD.

Forty-eight Persons Killed on N. Y., N. H. & Hartford R. R. in Two Years.

The following wrecks have occurred on the New York, New Haven and Hartford railroad within the last two years in which forty-eight persons were killed and hundreds injured.

June 8, 1911, Fairfield, Conn., freight, four killed; signals were disregarded.

July 12, 1911, Bridgeport, Conn., Federal express, twelve killed, 100 injured; due to the carelessness of the engineer in taking a cross-over at a high rate of speed.

August 28, 1911, Middletown, Conn., passenger train, sixty injured; rails spread.

October 15, 1911, Berlin Junction, Conn., passenger train, two dead, five injured; due to runaway freight cars crashing into rear end of train.

June 11, 1912, Clinton, Mass., passenger train, eight injured; ran into an open switch at high speed.

July 25, 1912, Stonington Junction, Conn., passenger train, three killed, four injured; collision due to defective signals.

August 8, 1912, Dorchester, Mass., five killed, sixteen injured; passenger train jumped track.

August 9, 1912, South Boston, Mass., passenger train, seven dead, forty injured; derailed.

October 3, 1912, Westport, Conn., Springfield express, nine killed, fifty injured; due to taking cross-over at a high rate of speed.

November 16, 1912, Green's Farms, Conn., Merchants' Limited, thirty-five injured; due to defective equipment.

November 17, 1912, Putnam, Conn., freight train, one killed, two injured; rear-end collision.

February 22, 1913, Waterbury, Conn., passenger train, twenty-one injured; rear-end collision in fog.

June 12, 1913, Stamford, Conn., Boston express by way of Springfield, five killed and about a score injured; collision caused by ignoring signals and failure of air brakes, work.

AFTER NIGHT PROWLERS.

Police Allege Their Movements Are Watched by Certain Street Loiterers.

Officer Kerns last night arrested a man named James Elliott upon the charge of acting suspiciously on the streets about 1 o'clock this morning. Elliott was taken to the station house where he left \$10 collateral for his appearance in the Police Court this morning.

When the case was called Officers Kerns and Ferguson testified that Elliott is one of a gang who prowl the streets throughout most of the night and loiter about corners, evidently for the purpose of giving alarm should the officers prepare to make descents upon certain questionable gatherings where it is believed gambling or other unlawful acts are being committed.

Chief Goods and others of the Police department made similar statements.

When Officer Kerns approached Elliott this morning he had taken a position on a King St. corner and when he was questioned by the officer he treated him with contempt by refusing to answer his questions. He was accordingly taken in custody.

Elliott asked that the case be continued in order that he might procure counsel. He said he desired to secure the services of L. H. Machen, who is out of the city, but is expected here tomorrow. The case was accordingly continued until Thursday morning.

New Court For Divorce Cases.

Detroit, Sept. 2.—A domestic relations court, with absolute jurisdiction in all local divorce cases and with the full powers of a circuit court, today came into existence in Detroit. It is said to be the only court of its kind in the world.

Judge Arthur J. Lacy, who will preside, said today that the creation of the new court places Detroit and Wayne county far in advance of any other city or county in the Union in the matter of solving vital social problems.

Judge Lacy's court was created by special enactment of the last Michigan legislature, and Lacy is an appointee of Governor Ferris. The court is empowered to appoint its own salaried special investigators, who will conduct independent inquiries into the merits of each case before the court.

Oyster season now open at Rammel Cafe.

ELKS GATHER IN RICHMOND

Delegates From All Sections
of the State Are
Welcomed.

BUSINESS SESSION

Alexandrians Reach Capital City
Last Night—Enjoyable Experience
Assured All.

Richmond, Va. Sept. 2.—Bringing news of the preparations of the first big delegation of Elks to arrive for the two day's reunion of Elks of Virginia, State Treasurer John W. Biley, former resident of this city, and district deputy of the Elks of Eastern Virginia, has reached Richmond from Norfolk. Mr. Biley came ahead of the Norfolk Elks, who will arrive in a special Pullman at 6:30 tonight, to attend the convention of the B. P. O. Elks Reunion Association of Virginia, which will be the guests today and Wednesday of Richmond Lodge, No. 45.

The Norfolk delegation, which will be one of the largest single group to come to Richmond for the festivities that are a part of the reunion, is headed by Jack O'Connell, popular, ruddy cheeked and jovial, and a past district deputy of the Eastern division of Virginia Elksdom. The Norfolk Elks will be more than a hundred strong and the special car, which has been chartered for their trip will be a part of the evening's Cannon Ball.

Richmond Elks headed by Past President Max F. Lindner, of the Virginia Association, chairman of the reception committee, and Joseph Kass, chairman of the entertainment committee, and accompanied by a drum corps, will meet the incoming Elks at Byrd street. Station. The Norfolk Elks who last year entertained the Association, will be escorted to the home of Richmond lodge, and the entertainment that will follow will be a forerunner of the jollities of the two days of the reunion.

Following the arrival of the Norfolk delegation will come the Elks from other cities in the state, and today and Wednesday, when the registration of visitors is begun, a majority of the 1,500 expected will have arrived.

Aside from the jollification, which will be a big part of the reunion, there will be interesting features. Among them will be the ritualistic contest for the loving cup held by the team of Richmond Lodge, the presentation of jewels and a silver piece, and the selection of officers and next convention city.

The contest for the cup for the best exemplification of the ritual of the order, which was captured by local Elks at Norfolk last year and which must be won for three successive years before it passes into the permanent possession of any lodge, will be one in which Richmond's officers will put in a strong claim.

During the session of the convention a jewel will be presented to the state secretary, W. Clifford Godsey, of Petersburg, who has held the office since the organization of the reunion association seven years ago.

Another presentation to be made by the association will be of a handsome piece of silver to President Max F. Lindner, member of Richmond lodge. These presentations will be as marks of appreciation of faithful services given the association by these efficient officers.

The business to come before the association will be transacted at sessions to be held this morning, beginning at 11:30 o'clock, and Wednesday morning beginning at 10 o'clock. During these periods will be the hearing of the reports of the officers, the committees, the election of officers and choosing of next convention seat.

First on the program after registration, when the visitors have been gathered in the lodge room at the home at Eleventh and Marshall Sts., will be the introduction by Exalted Ruler Eugene Brauer, greeting by Mayor George Ainslie, and the welcoming address by former Governor Andrew J. Montague.

The seventh annual reunion of the Elks of Virginia will then be in full

LOCAL BREVITIES.

Mrs. Julia V. Nalls wishes to announce that she will resume her music classes in Piano, and Mandolin, September 8th, 1913. For information address 517 S. Alfred Street. 2 t

M. Ruben and Son are holding a special sale this week of the well-known Ostermeyer Mattress which is a clean sanitary sleep product, absolutely pure and all that is good clean and healthful, the filling being of vegetable fibre and germ proof.

John G. Graham and Kenneth W. Ogden have formed a partnership and opened an office at 529 King street, where they will engage in the real estate business under the name of Graham and Ogden, also doing a general insurance, loan and bonding business.

During the month of August there was issued from the Clerk's office of the Corporation Court 67 marriage licenses—50 to white persons and 17 to colored. Twenty eight deeds were recorded during the month.

PARIS WAR ON GRAFT.

Will Hold All Ranks of the Service For Outrages Exposed.

Paris, Sept. 2.—The police scandal that was recently sprung upon Paris has resulted in the suspension of eight officers pending the results of an administrative inquiry and the loss of seniority by the superintendent in whose district the graft occurred.

The police of the French capital, as a whole, are regarded as an honest and conscientious force, and the revelations of the extraordinary reign of terror which had prevailed for more than a year in the section of the Latin Quarter has amazed Parisians.

The newspapers publish stories showing that some of the guilty officers systematically blackmailed innocent persons, demanded hush money in order to suppress trumped-up charges, and where the victims were unable to satisfy their greed, obtained convictions on false evidence. It is even alleged that the disgraced private vengeance by arresting blameless persons in return for money.

WIRES CAUSE FIRE.

An alarm of fire at 10 o'clock this morning brought out the hose wagon of the Columbia steam fire engine company when it was found a telephone pole on Alfred street, near Duke, was burning, it having caught from contact with a tree next to the pole which was set afire by electric light wires running through the branches. The fire was quickly extinguished with chemicals.

CONFEDERATE VETERANS.

One new member was elected by R. E. Lee Camp of Confederate Veterans at their meeting last night. The following delegates were elected to represent the camp at the meeting of the Grand Camp in Roanoke September 17, 18 and 19. F. J. Davidson, James B. Spicer and Booker C. Hall.

DEATH OF A VETERAN.

John L. Howard, Confederate veteran, aged 75, died this morning at 8:20 o'clock at his residence on Seminary Hill. He is survived by his wife and three children, A. Clarence Howard, John R. Howard, and a daughter, Mrs. V. C. Donaldson. The funeral will be held at 2:30 P. M. tomorrow, from the home.

WESTMINSTER HALL.

Westminster Hall is very popular and offers many attractions to the young men of Alexandria since the completion of the bowling alleys and the installation of apparatus in the gymnasium. Each evening from 8 to 10 there is an attendance of young men at the hall. With the approach of cooler weather larger numbers are expected to attend and enjoy the facilities offered to young men. Bowling is engaged in each evening.

The following delegates from Alexandria Lodge No. 758, Benevolent and Protective Order of Elks, left yesterday afternoon for Richmond to attend the convention: James W. Bales, exalted ruler; Robert S. Barrett, past exalted ruler; James B. Martin, esteemed loyal knight; Rev. Edgar Carpenter, state chaplain; J. Owen Lynch and J. N. Walker.

RECENT DROUGHT IN THE WEST

Bumper Wheat and Potato
Yield Indicated Notwithstanding.

FORMER GOOD CROPS.

Farmers in Such Financial Condition That Losses Will Not Prove Serious to Them.

Topeka, Kan., Sept. 2.—Kansas has just passed through the most remarkable drought in its history.

But the drought came at a time when it could not hurt the state to a great extent as it followed in the wake of several years of unusual crops, and the farmers, who must suffer drought more than any one else, were in such financial condition that the losses in crops will not make serious inroads in to their bank deposits.

There is no question of the seriousness of the drought, but it affected nearly all of Nebraska and Oklahoma and all parts of Missouri in the same way it hit Kansas. The most serious phase of the dry weather was the lack of water for stock purposes and the personal discomfort incident to extreme heat and a lack of water for domestic use.

Western Kansas suffered even less from the stock water problem than did the central part of the state, or even the eastern third. For years the state has been suffering from the building of ponds in Western Kansas to store the surplus snow and rain water that comes to the region in winter months.

More than 10,000 head of cattle reported to the State live stock commission the last six weeks have been exposed to the burning rays of the sun. The sun shining on a piece of bright steel wire, of a pitchfork sticking in the side of a hay or wheat stack on a piece of round glass or broken bottle or from highly polished pieces of farm machinery left standing in the sun, all set fire to prairies, stubbles, fields and hay and wheat stacks.

The heat begun May 29, and continued with more or less regularity until August 17, when rains came and stopped the heat for a time. For eighty days there was less than five inches of rain in the State, the lowest amount in any similar period ever recorded. The temperatures were not always 100 degrees, and no heat records were broken except at night.

JUDGE APPROVES VERDICT.

Court Enters Judgment for \$25,000 Against Norfolk and Western Railway Company.

Tazewell, Va., Sept. 2.—It has just been learned here that the verdict of the jury in favor of the widow of W. T. Holbrook, a Norfolk and Western bridge carpenter, who was killed by a passenger train on a bridge in West Virginia on January 4 last, has been approved by Judge Henry C. McDowell, of the United States District Court.

This suit was instituted in the Federal court at Roanoke by the widow and administratrix of Holbrook, through her counsel, William H. Werth, of the Tazewell bar, under the federal employers' liability act against the Norfolk and Western Ry. The railroad being represented by McCormick and Smith of the Roanoke bar. The case was tried at the June term of the United States Court at Roanoke, and at the end of the trial the jury returned a verdict for the plaintiff for \$25,000, which is said to be the largest verdict ever given in this state in such a case. Counsel for the railroad moved the court to set aside the verdict and grant a new trial, and also, in the event this was refused, to reduce the amount of the verdict on the ground that it was too large. On August 30 Judge McDowell entered an order in the case overruling both motions and entering the judgment of the court in favor of the plaintiff for the full amount of the verdict.

Reed birds on toast now served at Rammel cafe.